

CHAPTER XVII

LEVEL CROSSINGS

17001. **Knowledge of signals :-** (1) Certificate of Competency:- Every gateman shall be tested by JE/SE(P&W) or Traffic Inspector as the case may be and issued a certificate of competency in the form given below before he is put to work independently. The competency certificate shall be valid for a period of three years.

Certificate of Competency

Certified that I have examined Shri----- S/O -----
 designation -----in the duties of Gateman. He is conversant with the use of
 hand signals, detonators and other equipments provided at the gate. He is also conversant with the
 procedure to be adopted during abnormal conditions.

Place-----
 Date-----

Signature
 Designation
 JE/SE (P.Way)
 or
 Traffic Inspector

17002. **Classifications and Manning of the Level Crossing Gates.** -(1) Level crossings shall be classified as follows:-

Special Class			
A	Class		} For Vehicular Traffic.
B	Class		
C	Class		
D	Class		
			} For Cattle Crossings and footpaths.

The classification of a Rail-Road level-crossing shall be settled mutually by the Railways and Road Authorities, keeping in view the class of road, visibility condition, the volume of road traffic and the number of trains passing over the level crossing.

2 (a). Special Class and 'A' Class Level Crossing Gates are normally kept open to road traffic and are manned by a minimum number of 3 or 2 Gate men respectively.

(b) 'B' Class Level Crossing Gates may be kept open to road traffic both during the day and night. Between sun-set and sun rise, however, such gates may be kept closed for road traffic and opened when required to pass the road traffic.

(c) (i) 'C' class Level Crossing Gates situated within a distance of 150'(45metres) from the outermost facing points are generally kept open to road traffic and have no Gatemen. Such Gates are operated by the Pointsmen/Line Jamadar on duty at the particular end of the yard.

(ii) 'C' class Level Crossing Gates situated at a distance of more than 150'(45 metres) from the outermost facing points are generally to be manned by 2-Gatemen. Such Level Crossings are

generally kept closed to road traffic during the night, but may be kept closed both during day and night, as considered necessary, and opened, when required, by the Pointsman or Porter.

(d) 'D' Class Level Crossings are actually cattle crossings and foot paths and are not equipped with gates. Such crossings are not meant for vehicular road traffic and unmanned.

(e) Particulars regarding the classification, normal position of gates within station limit (traffic and Engineering), and person responsible for operating the Level Crossing Gates are incorporated in the Station Working Rules of each Station concerned.

17003. Equipment at the Level Crossing Gates.- The following equipments shall be provided at all Traffic Level Crossing Gates.-

1. Gate Lamps -2
2. Hand Signal lamps-2
3. Hand Signal Flags-3(2red and 1 green).
4. Detonators-10
5. A pair of wooden staff with 2 banner type flags.
6. K.Oil, Dubbers, wicks, match-as prescribed.
7. Chain and Locks- as and where required.
8. Other equipment as prescribed from time to time.

17004. Gateman to observe passing trains:- Gateman shall stand facing the track on the gate lodge side with furred red hand signal flag in right hand and green hand signal flag in left hand during day, and at night hold the hand signal lamp with the white light pointing towards the track and be prepared to repeat any signal which the Guard may have occasion to give to the Driver or in case of an emergency he may be able to display the necessary stop hand signal quickly to avert an accident.

17005. Duties of Gateman in case of Train Parting :- The attention of the Driver and Guard must be attracted by shouting, moving a green flag by day, and a white light by night up and down vertically as high and low as possible.

17006. Defects at level crossings :- (i) Defective Gate signals outside outer most stop signal:- In the event of gate signal outside outermost stop signal being out of order, the Gateman on duty shall immediately place the gate signal in the 'ON' (i.e. Danger) position if not already 'ON'. Until he does this, he must keep the gate closed and locked against the road traffic. Thereafter he shall report the fact to his immediate superior. In addition he must then send a message to the Station Master of the nearest station advising him that the signal is out of order, through any agency including the Driver of the first available train, and stand ready to pass trains on hand signal. The kilometres at which the signal located should be mentioned in the message.

In the case of a rail-cum-road bridge, the approaching train will stop short of the stop signal and the Gateman/Cabinman on duty shall pilot the train up to the other end of the bridge.

(ii) (a) Gate signal Defective:- If any Gate signal of level crossing gate outside station limits, which has been provided with a 'G' marker becomes defective, it shall be kept at 'ON' and the light shall be kept burning at night. The driver of an approaching train finding a Gate signal with a 'G' marker at 'ON' shall sound a long whistle and bring his train to a stop in rear of the signal. If after waiting for one minute by day and two minutes by night the signal is not taken off he should draw his train ahead cautiously and stop again short of the level crossing. The Gateman, after closing and

locking the gate across the road, shall hand signal the train past the level crossing. In the absence of the Gateman, this duty will be performed by one of the engine crew or by the brakesman or the Guard.

(b) If any Gate Signal of a level crossing gate in non-automatic signalling territory, which has not been provided with 'G' marker becomes defective, it shall be kept in the 'ON' position and light shall be kept burning at night. The driver of approaching train finding such Gate Signal without 'G' marker in the 'ON' position, shall bring his train to a stop in rear of the signal and sound his whistle to attract the attention of the Gateman. The Gateman after closing and locking the gates against road traffic, shall proceed to the signal, report the defect to the driver and pilot the train past the level crossing gate.

(c) In respect of Gate signal referred to in (a) and (b) above, the Driver of the first train shall stop the train at the next station and report the defective signal to the Station Master on duty, who will then advise the station at the other end. When gate signal has failed in 'off' position the Station Master of the station immediately in rear shall stop all trains and issue caution order.

17007. Duties of gateman in case of obstructions at level crossing:- (i) The Gateman noticing any obstruction that will endanger the passage of trains must immediately fix red hand signal flag by day and red hand signal lamps by night on a bracket near the obstruction visible to an approaching train from both sides. He must then protect the line with detonators as laid down in G.R.3.60,3.62 and 3.63.

(ii) When on account of a break down of road vehicle or for any other cause a Gateman is likely to be unable to clear an obstruction from a level crossing when a train is approaching, he must, at once proceed towards the expected train waving his Red flag by day or Red Hand Signal lamp by night to indicate that some special obstruction exists which it may not be possible to clear before the train arrives: he must so continue to wave his flag or hand signal lamp until the train has been brought to a stand, the train staff must then assist in clearing the line if this is necessary (This method must be resorted to when there is no time to protect the level crossing with detonators as laid down in G.R.s. 3.60, 3.62 and 3.63).

17008. Trespassing :- Every Gateman shall, as far as possible, prevent any trespassing by persons or cattle.

17009. Duty changing by Gateman:- (i) No Gateman may leave his post without being properly relieved. Such relief must be arranged by the JE/SE (P. Way) or Station Master as the case may be except in cases of emergency, when it may be arranged by the Mate of the Gang in whose length the gate lies.

(ii) If on account of unforeseen and inescapable circumstances his absence from the gate becomes altogether inescapable a Gateman must not leave his post without ensuring that the gates were closed and locked to road traffic.

(iii) On manned level crossing, the 'OFF' duty badge will remain in possession of gateman who is 'OFF' duty and taking rest. When he returns back to perform his duties, he will hand over this badge to the relieved gateman.

The 'OFF' duty badge will remain changing as above.

If any other gateman (other than 'OFF' duty gateman) is asked to work, it is essential that such orders should be given by JE/SE (P. way) and must be kept in gate record.
